



THE GREMLIN

The Electronic Magazine of the
Minnesota Wing, Civil Air Patrol, US Air Force Auxiliary
March 2003



**Cadets Learn Basic Cadet
Skills at Red Wing EPS!**

Every member in MN WG is entitled to wear the Unit Citation Ribbon

Members of Minnesota Wing, who participated in a search and rescue operation at four miles Northwest of Comfrey MN regarding the crash of a B-47 bomber. The crash occurred on Wednesday, February 20th, 1963 at 2:15pm. The impact of the bomber left a 25' foot deep, 50' wide crater, leaving three airmen found dead with a fourth missing. Three CAP planes and 100 members assisted in the search for missing airman in temperatures ranging in double digits below zero. One of the six engines was found one and a half miles from the crash site.

The SAC bomber, stationed out of Lincoln (Lincoln Air Force Base), NE, was conducting a low-level training mission at about 500' to a radar bomb scoring site near Heron Lake. Douglas Wall, the only eyewitness, stated the aircraft was flying at a 45-degree angle with all four engines spewing black smoke. Wall estimated the aircraft to be flying at 800 to 1000 feet when the nose of the bomber suddenly dropped and crashed in almost a vertical position.

Had the aircraft been configured in a war-situation, the aircraft would have been carrying an H-bomb.

It was the efforts of the entire Minnesota Wing HQ members AT THE TIME, who earned the unit citation award as a PERMANENT AWARD. Those of us, who join Minnesota Wing after the fact, are allowed to wear the ribbon as long as we are members of the Wing. If a member transfers out of Minnesota Wing - the unit citation ribbon comes off! Unless of course, you have earned your own!

So - every member of the wing is eligible to wear the basic ribbon. And if your unit has earned its own unit citation, it would be a second award (basic ribbon with an attachment), etc. As an example: Members of the Valley Squadron would have three awards: The first award (basic ribbon) for the B-47 crash; the second award (the first attachment) under the command of Lt Col Theis and the third award (second attachment), under the command of Maj Steve Miller.

ANYONE CHOOSING TO WEAR THE RIBBON IS FAIR GAME TO BE QUESTIONED BY THE WING IG AND OTHERS, AS TO HOW YOU "EARNED" IT. HONOR THOSE WHO WORKED IN THE FREEZING TEMPERATURES BACK IN 1963 BY KNOWING AND REMEMBERING THE HISTORY BEHIND IT.

I am sure Col Gerald Quilling, Lt Col Tom O'Connor and others who were there would be more than honored to provide a first-hand account of the mission if asked!

Lt Col Tom Theis
From the Wing IG Website

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Welcome to Wing HQ!

Please welcome Capt Brian Bristol. Capt Bristol joins the headquarters staff as the Director of Homeland Security.

The Gremlin

www.mnwg.cap.gov/wingtips

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United States Air Force Auxiliary
P.O. Box 1230, St. Paul, MN 55111

The Gremlin is the
Minnesota Wing's Monthly Electronic Magazine.
Deadline for submissions: 20th Day of the Month.
The views expressed either written or implied are not necessarily those of the U.S. Air Force or Civil Air Patrol.

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Articles or pictures can be submitted to pa@mnwg.cap.gov

Submission guidelines can be found on the internet at
www.mnwg.cap.gov/pa/masthead.htm

Teen earns pilot's license as Worthington Civil Air Patrol Cadet

By Franny White
Worthington Daily Globe

WORTHINGTON — At 17, Montana Stanley graduated from high school two years ago, is preparing to receive a college associate's degree this spring and now ... he's a licensed pilot.

Stanley, of Trimont in Martin County, earned his pilot license on his 17th birthday, Feb. 25, as a cadet at the Worthington Composite Squadron of the U.S. Civil Air Patrol stationed at Worthington Regional Airport.

"I heard about it at an air show," Stanley said, explaining why he joined the Civil Air Patrol cadet program. "I saw some kids walking around in their uniforms, and I thought 'wow, that's cool.'"

Stanley joined the Civil Air Patrol's cadet program for youths between the ages of 12 and 21 in 2000. After beginning the program with a Mankato squadron, Stanley later joined the Worthington squadron because it was closer to his home, which is about 20 miles north of Fairmont. What followed were three years of instruction in flight, leadership and responsibility, Stanley said.

Though his father, Gentry Stanley, served in the U.S. Army with hopes of becoming a fighter pilot, the younger Stanley said he was fascinated by flying on his own accord. "I always thought that flying was interesting, and it looked like it would be a fun job," Stanley said. Initially, Stanley said he joined the Civil Air Patrol cadet program to have a leg up in entering the U.S. Air Force. Though the 17-year-old is now considering joining the Air National Guard on a part-time basis, his passion for flying keeps soaring.

In a youth program where discipline and dedication are common, Worthington Civil Air Patrol flight instructor Carl Hallum said Stanley is an exceptional student. "He's dedicated to what he does; there's no doubt about that," Hallum said. "He's got a full schedule, and yet he's keeping (flying) on the fast track." Stanley's "full schedule" includes a rigorous mix of academics. As a home school student of his father, Stanley graduated from high school at the age of 15. By the end of this spring, Stanley will have earned an associate's degree via a distance learning program. And next fall, he will begin another distance learning program from the Oak Brook College of Law in California, to earn attorney credentials in California.

On top of all that, Stanley wants to continue his flight education to earn commercial flying credentials. Stanley shrugged off any suggestion that his credentials are rare, saying simply his friends recognize being a pilot is interesting.

"They all think it's really neat," Stanley said of his friends' reactions to him earning his pilot's license. "But some of my friends are going through the same thing (accelerated academic programs.)"

Around the Wing



Major John Hole, Asst Wing Safety Officer delivers the monthly safety briefing at the March Staff Meeting.



CAP NATIONAL BOARD UPDATE

This is a summary of actions at the Winter National Board Meeting in Washington on 28 Feb-1 Mar 03:

Approval of Regulations

The NB approved the new CAPR 50-17, *Senior Member Professional Development Program*.

The NB approved Change 3 to CAPR 60-1, *CAP Flight Management*.

The text of both of these regulations can be found on the National CAP web site.

Access to Emergency Services Qualification Data

The NB approved allowing nation-wide temporary read-only access to membership status, contact information, and pilot / emergency services qualification data by Incident Commanders when actively engaged in missions requiring this multi-wing / multi-region information. IC's requiring access must contact the NOC and justify the immediate need. The NOC may then approve the request and take action to grant access. Access will be removed at the close of the mission.

Individual Data Entry for FMS and ES Data

The NB approved the concept of allowing each CAP member access to the ES Qualification / Certification module in FMS upon registering for e-services. This will permit each member to update his/her own data concerning flight qualifications and ES skills. This access is for data entry ONLY. A local or wing WSA must still certify the information before the FMS is updated. Unit and wing WSA's must have positive documentary evidence that the information posted is valid before certifying the entries.

Busch Car Marketing Platform

The NB voted to recommend to the BoG that, if substantial revenues are not recovered from this activity prior to July 31, the contract with Lewis MotorSports be terminated. This language is essentially the same language in the present contract, which gives CAP the option to withdraw from the 2004 season if it is not satisfied with the value returned for its investment.

New Senior Specialty Track

The NB approved creation of a new Senior Professional Development Track in the field of computer and internet technology. Suggested name for the specialty would be "Mission Technology". It would promote and recognize skills in the developing field involving receiving, processing, and distribution of products resulting from high tech mission sensors including digital imaging, infrared sensors, etc. as well as things like web page development and remote data base management.

Finance Officer Promotion

The NB approved professional appointment promotional opportunities for members actively serving as unit, wing, or region finance officers if they have college-level training in the field and specified work experience. Direct promotion to officer grades up to and including Captain is authorized in similar fashion for those individuals with valuable mission skills (CFI, CFII, etc.)

CAP Membership Start Date

CAPR 39-2 and Forms 12, 13, and 15 were changed to specify that initial CAP membership does not commence until the application is processed by National HQ and the member's name appears on the official membership database. Membership terminates one year later on the last day of the month in which National HQ processed the membership. Previously, membership commenced when the unit commander approved the application form. This means that new members may not fly in CAP aircraft, ride in CAP vehicles, or fully participate in CAP activities until the application has been completely processed by National. New members may participate in unit meetings as "guests" while the application is in process.

Orders have been placed for procurement of 28 Cessna 182 aircraft and 6 Airvans. No Cessna 172, no Luscomb and no Maule aircraft were purchased. Total cost: was \$12M. Cessna 182's will have a fold-down window behind the pilot to facilitate photography in the visual and IR spectra. Distribution to regions will be in accordance with the CAD formula. Distribution within the regions will be at the discretion of the region commander.

The National Board reviewed and approved the new CAP Vision Statement, Core Values, and Long Range Objectives developed by the STEP Committee and the attendees at the CAP Vision Conference in January.

The NB approved development of an embroidered nametag for wear on the flight suit. The design and colors will be approved at a later date.

The committee presented a proposed design for the new Recruiting Specialty badge with a recommendation that the Board approve the design. The Board approved the badge.

The NB approved the wear of authorized shoulder cords by cadet members of honor guard, cadet competition teams, and National Music Academy teams at all times. Wear of the cord is limited to current performing team members. Only one cord may be worn at a time. Present policy is for the cord to be worn only while performing.

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CAP NATIONAL BOARD UPDATE

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Cadet Age Limit Change

The NB approved a change to CAPR 39-2 increasing the minimum age requirement to join CAP as a cadet to 12 years old. A provision was included that Middle School Initiative (MSI) distinctive programs would be allowed to receive cadet members who are attending the sixth grade, even if under 12 years old. The change is effective 1 May 2003. Current cadets under the age of 12 would be continued in membership regardless of their unit affiliation.

A member of the AOPA national staff briefed the new AOPA Airport Watch Program. The program is similar to "neighborhood watch" programs and provides an organized method for citizens to report suspicious activity occurring at local airports. The NB voted for CAP to adopt this program in cooperation with AOPA and other aviation minded organizations.

The Board of Governors elected Colonel Bob Bess of Texas to be its Chairman for the next two years. The Air Force and CAP rotate this position every two years. CAP's term is just beginning.



Air Force Homeland Security Director Brig. Gen. David E. Clary gives a thumbs up just before launching March 9 in a Civil Air Patrol Blaik glider in Winchester, Va. Clary was on hand to meet with members of the CAP's Virginia Wing and to evaluate how best to employ CAP's official volunteer auxiliary -- with more than 63,000 cadets and adult members, and a fleet of more than 530 single-engine, propeller-driven aircraft -- in America's homeland security mission. (Photo by Marc Huchette)

HOMELAND SECURITY DIRECTOR GLIDES WITH CIVIL AIR PATROL

Melanie Lemay
CAP National HQ/PA

WINCHESTER, Va. -- Air Force Homeland Security Director Brig. Gen. David E. Clary soared the skies over Virginia March 9 in a Civil Air Patrol Blaik glider.

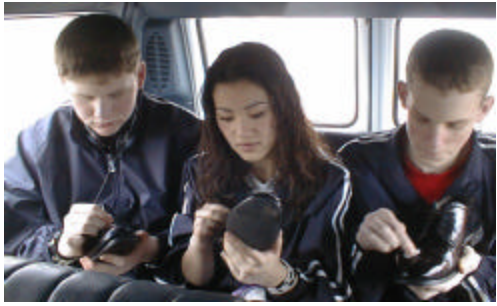
"This is an entirely different end of the spectrum," said Clary, a fighter pilot with more than 4,500 hours in the F-16 Fighting Falcon, A-10 Thunderbolt and many other Air Force aircraft, after his flight.

In addition to his glider orientation flight, the Air Force's homeland security director was in Winchester to visit with the members of CAP's Virginia Wing and to determine how the Air Force can best use its official volunteer auxiliary with more than 63,000 cadets and adult members, and a fleet of more than 530 single-engine, propeller-driven aircraft.

President Bush and the secretary of Homeland Security, Tom Ridge, have been pushing since "9/11" to have Americans nationwide accept more of the responsibility for defending the homeland. According to Clary, CAP members can take a lead role in this mission by patrolling the country's reservoirs, waterways and coastlines, and using state-of-the-art technology to provide detailed imagery of possible prime targets.

"This is a great way for our citizens to do a small, but active part of homeland defense," said Clary. "And for the CAP, it's a return to its roots -- the mission the organization undertook during World War II -- serving as the 'Eyes of the Home Skies' while it flew thousands of missions protecting America's coastline from German U-boats.

2003 NCR Color Guard Competition—IN PICTURES



2003 NCR Color Guard Competition—IN PICTURES

Photos: C/Capt Mark Pomerleau and MNWG/PA



Red Wing EPS and DCFC



SAR Management Course

The Minnesota Wing Mission Management Course was held on March 8 and 9 at the St. Croix Squadron Facility. 9 members braved the Saturday Morning Snow Storm to attend the training. The course was designed to meet the needs of current and future air and ground branch directors, planning and operations section chiefs, and incident commanders.

The course included all 101T "familiarization and preparatory training" related to the mission management specialty training tracks. In addition to "familiarization and preparatory training," several advanced topics will also be presented. Photos Lt Col Bill Rutten.

